



City of Seattle

Gregory J. Nickels, Mayor
Department of Planning and Development
D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 2205140

Applicant Name: Tim Hamann and Dennis Boone,
Anderson & Boone Architects, for University Mazda

Address of Proposal: 4546 Roosevelt Wy NE

SUMMARY OF PROPOSED ACTIONS

Master Use Permit for future construction of a 3-story, 15,546 sq.ft. auto retail sales and service building (University Mazda). Project includes surface parking for 18 vehicles and future demolition of existing structures. Existing outdoor vehicle display area to remain.

The following approval is required:

SEPA - Environmental Determination – SMC Chapter [25.05](#)

Design Review – SMC Chapter [23.41](#).

SEPA DETERMINATIONS: ☐ Exempt ☒ DNS ☐ MDNS ☐ EIS

☐ DNS with conditions ¹

☐ DNS involving non-exempt grading, or demolition, or
involving another agency with jurisdiction.

¹ Early DNS published February 13, 2003.

PROJECT DESCRIPTION

The applicant proposes a three-story auto display and sales facility. Customer and employee parking will be located at grade adjacent to the structure and on the north side of the site.

VICINITY AND SITE

The site is located in the University District neighborhood, on the east side of Roosevelt Wy NE, midblock between NE 47th and NE 45th Streets. Roosevelt Wy NE is a principal arterial, and all vehicle traffic travels one-way southbound. The vicinity slopes gradually to the south. The property is located in the University Urban Center Village.

The site is zoned Neighborhood Commercial 3 with an 85-foot base height limit (NC3-85, see Figure 1). All surrounding properties in the immediate vicinity are similarly zoned. Across 9th Ave NE, properties are zoned Neighborhood Commercial 3 with a 65-foot height limit (NC3-65) and residential Midrise (MR). To the northwest across NE 47th Street, land is zoned Lowrise Duplex Triplex (LDT) and residential Lowrise 1 (L1). To the northeast across NE 47th Street, properties are zoned NC3 with a 65-foot height limit. To the south across NE 45th Street, land is zoned Commercial 1 with a 65-foot height limit (C1-65).

Development in the vicinity reflects its zoning, though only a few nearby buildings approach full zoning potential, suggesting that the area could experience substantial future redevelopment. The nearby vicinity is characterized by low commercial buildings and surface parking lots, as well as some lowrise apartments and single family homes to the west and northwest. Across the street to the west is a “Trader Joes” grocery store. To the south is a drive-thru bank branch building, currently vacant. To the north is an older commercial structure currently occupied by University Mazda. To the east across the alley are surface parking lots owned by Safeco insurance and the Central Puget Sound Regional Transit Authority. Two blocks to the east are the Best Western University Tower and the Safeco Plaza Tower.



Figure 1. Vicinity zoning

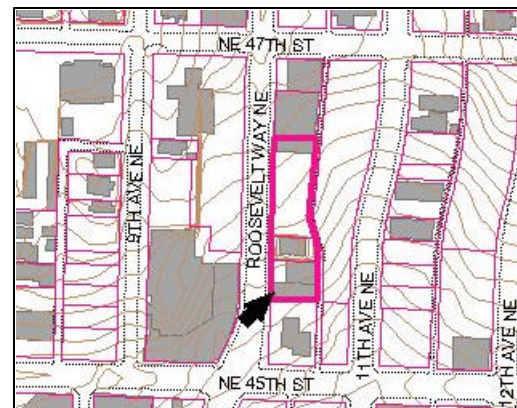


Figure 2. Local topography



Figure 3. Aerial view

The site is irregularly shaped, reflecting a shift in the platting pattern from north to south. The property is widest at its southern end, pinched at its center by a westward jog in the alley, and it flares again to the north. Its current dimensions are about 317' long and between 70' and 92' wide. Due to the substandard 10' alley width, the applicant must dedicate five feet of the eastern portion of the property to the alley per Seattle Municipal Code (SMC) [23.53.030 B2 & F1](#), which results in a site area of 11,548 square feet. The site abuts an arterial with an existing right of way width of 60', less than the 66' established in the Street Improvement Manual. The project is therefore subject to SMC [23.53.015 D1b](#), which requires a three-foot setback and grading along Roosevelt Way NE. There is an existing curb and full sidewalk improvements. While the additional three-foot setback must accommodate future grade for possible street widening, it may be landscaped or paved as a wider sidewalk. The site slopes gradually to the south, about 15' (4%) overall (See Figure 2). No portion of the site is designated as an Environmentally Critical Area on City maps.

The site is currently occupied by two buildings associated with the University Mazda. On the southern end is a low service building that the applicant proposes to demolish and rebuild. The owner recently demolished a single family home immediately north of this building (MUP #[2105626](#)). To the north, the property encompasses a building that is effectively joined to a contiguous building owned separately but leased by University Mazda. The adjacent building is in turn contiguous and joined with a building on a third property, owned outright by University Mazda. The result is that a building that currently functions as a single unit is in fact three separate buildings, of which the middle is owned separately. University Mazda has apparently had no success in purchasing or otherwise obtaining development rights to the intervening property.

The site is intensively served by public transit. The site is also within the U-District [Light Rail Station Overlay](#), which envisions increased residential and commercial densities in anticipation of a future Light Rail station located at the northwest corner of the UW campus at NE 45th Street and 15th Ave. NE.

EARLY DESIGN GUIDANCE MEETING

The Early Design Guidance meeting took place on October 21, 2002, in the Eckstein Middle School cafeteria. The applicant submitted an early design packet, which provides a site and vicinity analysis that informs this report. The packet is available for public review at the DPD Public Resource Center, located on the 20th floor of Key Tower, 700 5th Avenue.

EDG – Applicant's Presentation

Dennis Boone of Anderson & Boone Architects presented the project. He stated that the site currently is deteriorating and in need of an upgrade. His client's goal is to tie together the various scattered functions of the dealership and provide a state-of-the-art facility for customers, including an updated sales area, inventory display, parts storage, 12 service stalls, offices and conference areas.

The applicant described the site and vicinity, referring to much of the information detailed above. The applicant pointed out that one-way traffic along Roosevelt Way NE means that most motorists would see the site principally from the north and west sides. This is an active pedestrian corridor, and the applicant proposes to expand and improve the sidewalk area, particularly around the proposed principal entry. The applicant's goal is to "soften the sidewalk" and be conscious of how vehicular access relates to pedestrian access points. All delivery functions would occur from the alley.

The applicant noted that contextual cues from the surrounding area include several buildings finished with smooth stucco and concrete, and some that incorporate tiles and other decorative elements. The applicant felt that there are several opportunities for detailing, possibly through metalwork or texturing, but that brick or terra cotta were not appropriate materials for this building. The grocery store across the street has steel awnings that appear to successfully complement the pedestrian experience, and the design team intends to borrow from the same vernacular. Existing street trees will remain, and the proposed structure is likely to be set back further than the 3' required for future street improvements.

Given the property's irregular shape, the design team and owner identified the wider southern portion of the property as the only feasible location for a possible service department. The program also requires that the site maintain as much of the existing auto-display area as possible. These factors discouraged a single-story structure that would cover more of the site, promoting instead a three-tiered design with vehicle display at the ground level, vehicle service underground, and offices and meeting areas above.

EDG – Clarifying questions by the Board

One Board member questioned the design concept's dominance of at-grade "parking" on the site, which prompted a discussion of land use requirements related to auto dealerships. Most of the existing paved areas are currently classified as outdoor "vehicle display" areas rather than parking. The applicant intends to locate four customer parking stalls adjacent to the proposed structure and fourteen (14) spaces on the north side of the site, leaving most of the existing paved area as "outdoor sales", a use defined in SMC [23.84.028](#). The Station Area Overlay, introduced in 2001, allows auto sales only within enclosed structures, per SMC [23.61.008 K](#). Outdoor auto sales areas existing prior to the ordinance may continue as nonconforming uses.

The Board asked the applicant to explain the current interface between the auto sales area and the sidewalk. The applicant stated that a chain link fence currently encloses the sales area, and the owner pointed out that security is a big problem in the area. The nearby Volkswagen dealership has an elaborate barrier, and even with the existing fence around the Mazda dealership, there are vandalism problems. The existing fence slides open and remains open during the day.

Board members were curious about the future development potential of the existing structure(s) at the north end of the site. The applicant explained that the divided ownership has resulted in an impasse, so the existing facility is not likely to be further developed in the foreseeable future. Board members appeared to be somewhat skeptical about whether the proposal encompassed the full extent of planned development on the site, but the applicant assured the Board that no further development is currently envisioned.

One Board member asked about how the proposed structure might respond to the site's grade. The applicant stated that the site slopes about seven feet (7') across the proposed building footprint, and that vehicle access to the basement will therefore be located to the south.

EDG – Public Comment

Two members of the public signed in at the Early Design Guidance meeting on October 21, 2002. Comments from the meeting focused almost entirely on design considerations under the Board's purview, and included the following:

- Focus on the front as an attractive, gracious façade.
- Why not build to the full zoning potential and add apartments above? The applicant stated that this did not fit within his program as an auto dealer.
- Brick is common in the wider University District, and the design should incorporate brick to communicate permanence. Lots of glass is anticipated, and it could be successfully offset with brick.
- Please pay attention to lighting and its spillage into the surrounding area. Security lighting should be downward-focused and well designed.
- Incorporate substantial landscaping that brings a green canopy up to the upper levels of the building. This might enhance the customer service area above.
- The block between 45th and 47th is a long street. Consider designing an informal pedestrian cut-through, possibly associated with the parking access at Trader Joe's.
- Echo Board concerns related to the north of the site. Ensure that it remains an actively used building, not vacant and abandoned.
- Please enhance sidewalk vegetation and install a new fence that successfully addresses the sidewalk.
- Please address any blank walls.

DPD also received one letter from the community, expressing support for the project.

DESIGN RECOMMENDATIONS MEETING

The Design Recommendations meeting took place on March 1, 2004, in the University Heights Community Center. The applicant presented the site and vicinity, and responded

Four Design Review Board members were present. One member of the public attended the meeting.

Recommendations – Applicant's Presentation

Dennis Boone of Anderson & Boone Architects presented the project. He reiterated the main design tenets, which have remained unchanged: building location at the southern end of the property, the principal entrance at the proposed structure's northwest corner, and a visual segregation of sales and service functions. He highlighted the primary design responses to the Board's original guidance, which include substantial landscape enhancements adjacent to the sidewalk, a custom wrought iron fence, and architectural treatment of walls visible from the street and sidewalk.

Proposed finish materials consist of a stucco base painted with a synthetic acrylic type finish, relieved by 2" interstitial reveals (see Figure 4). The more prominent retail-oriented portion of the design includes a substantial sculpted roof, visually supported by curved braces that articulate the storefront window system below. Site lighting will be shielded and focused in order to minimize glare and light spillage. The applicant proposes to reuse the internally lit pole sign currently located on the corner of Roosevelt Wy and NE 47th St, noting that the sign is subject to Mazda corporate requirements. Proposed wall signage will consist of individual letters, also internally lit. The applicant's design response is discussed further below.

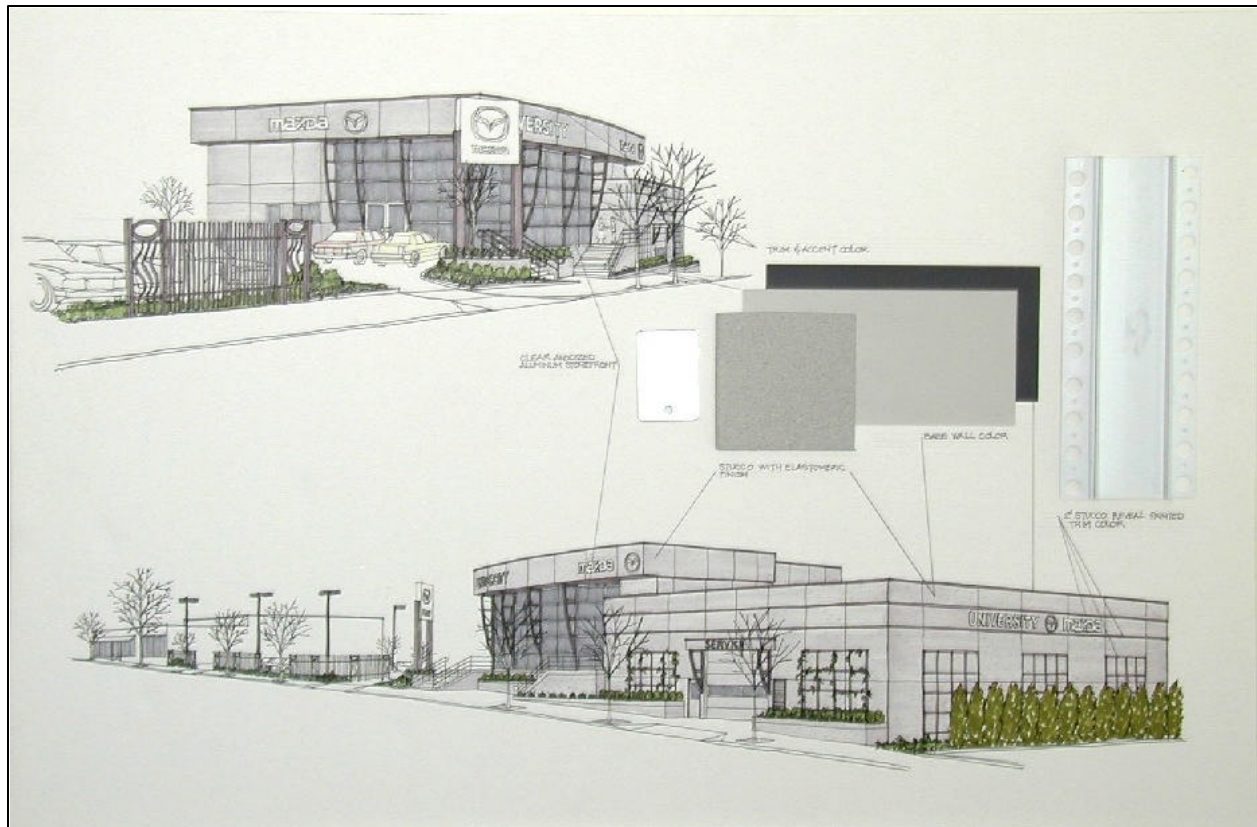


Figure 4. Perspectives of the proposed structure, from northwest and southwest, respectively.

Recommendations – Public Comment

The one member of the public complimented the applicant on the quality of the presentation, and provided the following comments:

- Open up visual access to the service area from the sidewalk, perhaps with windows adjacent to the vehicle entrance. Consider idea of “village blacksmith”, in that this work is interesting to the passer-by.

- Consider interweaving a natural pattern with of the design’s more rigid geometry. Bring nature back into the hardware. Virginia creeper provides a range of color and texture – would look lovely on the south façade.
- Consider opportunities for streetscape art or a plaque commemorating the history of the site.
- Provide freestanding trees in the vehicle display area – they would qualify the space.
- Pay attention to the neat organization of the roof façade, because several tall buildings surround and will look down on it.
- Consider adjusting the spandrel on the north façade to modify the scale.
- Consider relocating the sign to minimize interference with the building.
- Advise against using a “cutsie” artistic gesture in the fence – the greatest art is to conceal art. A simple wrought iron fence wouldn’t compete with the proportions of the building.

GUIDELINES AND RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents and hearing public comment, the Design Review Board members provided the siting and design guidance described below and identified by letter and number those siting and design guidelines found in the City of Seattle’s [*Design Review: Guidelines for Multifamily and Commercial Buildings*](#) of highest priority to this project. In addition, Board members considered the project in relation to the [*University Community Design Review Guidelines*](#) (stated below in parentheses, where applicable). Unless otherwise noted, the four Board members in attendance made the following recommendations unanimously.

A. Site Planning

A-1 Responding to Site Characteristics

The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

A-2 Streetscape Compatibility

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

A-3 Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

(On mixed-use corridors orient primary business and residential entrances to the commercial street.)

A-4 Human Activity

New development should be sited and designed to encourage human activity on the street.

(On mixed-use corridors where narrow sidewalks exist (less than 15') consider recessing entries to help promote pedestrian movement and activity.)

A-8 Parking and Vehicle Access

Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

Guidance – Site Planning

The Board concurred with the applicant's analysis of the site and the rationale for locating the proposed building toward the southern end.

Board members noted that several lots in the surrounding area are surrounded by chain link fences. They identified an opportunity to design a more proactive interface with the sidewalk. They stated that the inventory display area should be much more than sidewalk adjoining asphalt. They welcomed an insertion of public art, a low brick wall, wrought iron fencing, or some other "monumental" response.

The applicant identified the entrance as a principal feature of the site, and the Board agreed that the entry should be a focal point for the design. The Board would welcome generous awnings.

The Board instructed the applicant to provide more definition of the parking and vehicle display area as it relates to the sidewalk. The design should take a creative approach to addressing the client's security and visibility concerns and the public's interest in an active and interesting pedestrian space along the full frontage of the lot.

Architect's Design Response – Site Planning

"We are providing an architecturally designed wrought iron fence and gate system in lieu of the existing chain-link fence. It is designed to allow the gates to be open and expose the vehicles on display to both vehicle traffic and to pedestrian traffic during business hours. The design allows the gates to be closed during off hours providing the much needed security while providing an artistic wrought iron fence for an enhanced pedestrian experience.

"We have provided two primary pedestrian entrances to the facility. One is located on the highly visible west side of the building adjacent to the expanded sidewalk walkway (pedestrian plaza) area. This entrance is located in a recess in the façade which creates a substantial generous overhang. The other is located on the north side of the building to accommodate accessibility and to allow vehicles to be brought on to the showroom floor. This entrance will also be protected by a four-foot overhang.

"The pedestrian experience along the entire project has been enhanced in several ways. As stated above, an artistic wrought iron fence has been provided to create an improved pedestrian experience along the existing vehicle inventory display. In addition, the modulation of the building façade allows for the creation of a pedestrian open space surrounded by landscaped planters which continue the length of the building.

Recommendation – Site Planning

The proposed wrought iron fence and formal landscaping proposed along the sidewalk address the Board's concern related to site design. The Board is flexible regarding the fence design, provided that the design incorporates quality materials and workmanship.

C. Architectural Elements and Materials

C-1 Architectural Context

New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

(On mixed-use corridors, consider breaking up the façade into modules of not more than 50 feet on Univ. Way and 100 feet on other corridors corresponding to traditional platting and building construction.)

(The architectural treatment of new development should respond to local character when the defined character of the surrounding area is comprised of historic and/or noteworthy buildings.)

C-2 Architectural Concept and Consistency

Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept.

Buildings should exhibit form and features identifying the functions within the building.

In general, the roofline or top of the structure should be clearly distinguished from its façade walls.

C-4 Exterior Finish Materials

Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

(In most cases, brick is an especially appropriate primary finish material.)

(Concrete is appropriate if it features architecturally treated texture, color, or other refined detailing.)

(Stucco and stucco-like panels are appropriate if they feature an even surface and properly trimmed joints and edging around doors and windows. Stucco and stucco-like panels must be detailed and finished to avoid water staining and envelope failure. Overhangs and protective trim are encouraged to increase weather resistance.)

(Sculptural cast stone and decorative tile are particularly appropriate, as they relate to campus architecture and Art Deco buildings).

(Wood and cast stone are appropriate for moldings and trim.)

[See the full description of University Community [Design Guideline C-4](#) for a complete discussion of appropriate and recommended materials.]

(1. The following types of signs are encouraged, particularly along Mixed-Use corridors:

- *Pedestrian-oriented shingle or blade signs extending from the building front just above pedestrians.*
 - *Marquee signs and signs on pedestrian canopies.*
 - *Neon signs.*
 - *Carefully executed window signs, such as etched glass or hand painted signs.*
 - *Small signs on awnings or canopies.*
2. *Post mounted signs are discouraged.*
 3. *The location and installation of signage should be integrated with the building's architecture.*
 4. *Monument signs should be integrated into the development, such as on a screen wall.)*

C-5 Structured Parking Entrances

The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

Guidance – Architectural Elements and Materials

Recognizing the transitional nature of much of the surrounding development, the Board's principal concern was that the proposed structure convey a sense of quality and permanence. The Board did not specifically request that the design should incorporate brick.

The Board did recommend that the design should be "iconic" and suggested features such as a sculptural roof, creative signage, and thoughtful use of finish materials to clearly convey the structure's functions.

The Board suggested the applicant should emphasize the two building modules (north and south). The Board encouraged the use of insets, score lines, and reveals to promote visual interest in the finished façades

The Board emphasized that any service entrance from Roosevelt should be more than just an auxiliary opening.

Architect's Design Response – Architectural Elements and Materials

"The design of the building uses durable quality materials including glass, aluminum, concrete, steel, and stucco. The design incorporates a curved sculptural glass and stucco surface with tall curved steel lattice braces supporting the roof. The design consists of two offset forms of different heights (north and south) which represent and emphasize the different internal functions.

"The design includes insets and surface modulations, score lines, and reveals, as well as a couple of types of lattice elements to promote visual interest.

"The entrance to the lower portion of the building has been located where the topography of the site helps minimize its dominance of the façade. In addition, the landscaping and trellis work on either side of the entrance will act to soften the appearance from the street."

Board Recommendation – Architectural Elements and Materials

Board discussion focused extensively on the quality, materials, lighting and location of the proposed sign. In general, U-District specific guidelines discourage back-lit, pole mounted signs and signs that are

not otherwise integrated into the larger development. The applicant proposes to reuse an existing backlit, pole-mounted sign located at the current dealership.

The Board recommended the following performance standards for proposed signage:

- It should be lower, like a monument sign, and ideally framed by proposed landscaping.
- It should be located so as not to interfere with the building's principal façade and entry.
- It should be externally lit, or largely opaque, to communicate solidity.
- Wall signage should involve individual lettering.

The Board recommended that rooftop mechanical equipment be unified, organized, and screened from all sides to the greatest extent possible.

D. Pedestrian Environment

D-1 Pedestrian Open Spaces and Entrances

Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

(In mixed-use corridors, consider setting back a portion of the building to provide small pedestrian open spaces. Required open space may be reduced up to 50% if a substantial amount of the street-level open space (on the order of 200-sq. ft.) meets the objectives listed in the full guideline.)

D-2 Blank Walls

Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.

D-4 Design of Parking Lots Near Sidewalks

Parking lots near sidewalks should provide adequate security and lighting, avoid encroachment of vehicles onto the sidewalk, and minimize the visual clutter of parking lot signs and equipment.

(Screening of surface parking lots should allow views of businesses.)

(In mixed-use corridors, walls rather than shrub screens are generally preferred. "Permanent" materials, such as masonry, should be used.)

D-7 Personal Safety and Security

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

Guidance – Pedestrian Environment

The Board agreed with the applicant's assessment that the principal entry should be a central design feature. The applicant's description appeared to be headed in the right direction.

The Board encouraged the applicant to consider landscaped trellises along the south side, as well as other measures for visual relief, such as changes in material, murals, or some other application of “university talent”

“Design of Parking Lots Near Sidewalks” appeared to be the Board’s principal concern, discussed under guidance for site planning.

The Board requested that the applicant present a lighting plan at the next Design Review meeting.

Design Response – Pedestrian Environment

“The design has a primary entrance created within a building setback which formed a landscape surrounded pedestrian open space.

“The larger blank walls along the west side of the building have score lines and trellises to break up the large open surfaces. The south wall will be partially screened by a row of Arborvitae shrubs currently located on the adjoining property next to the property line. These shrubs form a continuous barrier approximately six to eight feet high along the south elevation. [Arborvitae shrubs have since been removed, apparently in preparation for demolition work on adjacent site]. The remaining wall above is broken up with score lines and signage.

“The lighting has been designed along with the existing lighting to direct the light downward and inward toward the site. This will provide both product lighting of display vehicles and the much needed light for security while minimizing glare offsite.

Board Recommendation – Pedestrian Environment

The proposed design for the fence and landscaping adjacent to the sidewalk meets the Board’s original guidance.

The Board deliberated about the south-facing wall at some length, but reached no consensus in a specific recommendation. DPD considers the proposed score lines, wall signage, and patterned reveals to meet the original guidance.

E. Landscaping

E-2 Landscaping to Enhance the Building and/or Site

Landscaping including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

Guidance – Landscaping

The Board requested that the applicant present a landscape plan at the next Design Review meeting.

The Board requested that the applicant present a landscape plan at the next Design Review meeting.

Design Response – Landscaping

The landscape design is providing native and environmentally compatible planting to enhance and soften the building edges along with the vehicle display and parking areas. Planters have been located to enhance the pedestrian open spaces and trellises have been used to break up large wall areas.

Board Recommendation – Landscaping

The Board recommended large, mature plantings, and encouraged the applicant to use species that provide winter color. In addition, the proposed trellises adjacent to the service entrance should have a finer mesh (4-6") to facilitate wall foliage.

DEPARTURE FROM DEVELOPMENT STANDARDS

The applicant requested no departures from the Land Use Code development standards.

DECISION – DESIGN REVIEW

The Director concurs with the recommendations of the Northeast Seattle Design Review Board, delivered March 1, 2004, subject to the conditions listed at the end of this report.

Based on plans shown at the meeting on March 1, 2004, DPD considers the proposed score lines, wall signage, and patterned reveals to meet the original guidance related to treatment of the proposed south wall.

ANALYSIS - SEPA

DPD requires a State Environmental Policy Act (SEPA) analysis for a development exceeding 12,000 square feet, according to Director's Rule [23-2000](#). The applicant provided the initial disclosure of this development's potential impacts in an environmental checklist signed and dated on December 6, 2002. This information and the experience of the lead agency in similar situations form the basis for this analysis and decision. This report anticipates short and long-term adverse impacts from the proposal.

Short-term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to increased dust and other suspended air particulates during construction; potential soil erosion during excavation and general site work; increased runoff; tracking of mud onto adjacent streets by construction vehicles; increased demand on traffic and parking from construction equipment and personnel; conflict with normal pedestrian and vehicular movement adjacent to the site; increased noise; and consumption of renewable and non-renewable resources. Due to the temporary nature and limited scope of these impacts, they are not considered significant (SMC Section [25.05.794](#)). Although not significant, these impacts are adverse.

The SEPA Overview Policy (SMC [25.05.665 D](#)) states, "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation", subject to limitations. Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: the Stormwater, Grading and Drainage Control Code (grading, site excavation and soil erosion); Critical Areas Ordinance (grading,

soil erosion and stability); Street Use Ordinance (watering streets to suppress dust, obstruction of the rights-of-way during construction, construction along the street right-of-way, and sidewalk repair); Building Code (construction standards); and Noise Ordinance (construction noise). Compliance with these codes and ordinances will be adequate to achieve sufficient mitigation of potential adverse impacts. Thus, mitigation pursuant to SEPA is not necessary for these impacts. However, more detailed discussion of some of these impacts is appropriate.

Other short-term impacts not noted here as mitigated by codes, ordinances or conditions (e.g., increased traffic during construction, increased use of energy and natural resources) are not sufficiently adverse to warrant further mitigation.

On-street parking in this neighborhood is in markedly short supply at peak daytime hours. Short-term parking impacts involve additional parking demand generated by construction personnel and equipment. The site is large enough to accommodate worker parking and machinery. If all construction-related parking is located onsite, then likely parking impacts are not sufficiently adverse to warrant further mitigation.

Long-term Impacts

Long-term or use-related impacts are also anticipated from the proposal: increased bulk and scale on the site; increased traffic and parking demand due to expanded business; minor increase in airborne emissions resulting from additional traffic; minor increase in ambient noise due to increased human activity; increased demand on public services and utilities; loss of vegetation; and increased energy consumption.

The likely long-term impacts are typical of neighborhood commercial development, and DPD expects them to be mitigated by the City's adopted codes and/or ordinances (together with fulfillment of Seattle Transportation requirements). Specifically these are: the Land Use Code (aesthetic impacts, height, setbacks, parking); and the Seattle Energy Code (long-term energy consumption).

The other impacts not noted here as mitigated by codes, ordinances, or conditions (increased ambient noise; increased pedestrian traffic, increased demand on public services and utilities, loss of vegetation) are not sufficiently adverse to warrant further mitigation by conditions.

On-street parking in this neighborhood is in markedly short supply at peak daytime hours. Considering that this project involves the reconstruction and relocation of an existing business, some parking demand generated by the proposed business is already reflected in the current use patterns of the site and vicinity, and therefore some overflow parking constitutes no net change in the neighborhood and should not be subject to mitigation. However, the resulting development likely does constitute an intensification of parking demand over existing conditions.

On-site parking is distinct from area devoted to display of vehicles for sale. Most of the subject site is currently used for vehicle display. The applicant proposes eighteen (18) surface parking spaces on site

for customer and employee use, compared with zero spaces currently provided on the subject site. Employees currently park on a separate lot owned by University Mazda, and the applicant proposes to continue to use the site for employee parking. DPD considers the proposed increase in on-site parking, paired with a formalized off-site parking covenant, as adequate mitigation of any likely parking overflow represented by the project's increased long term demand for parking.

DECISION – SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW [43.21C](#)), including the requirement to inform the public of agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW [43.21C.030\(2\)\(C\)](#).
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW [43.21C.030\(2\)\(C\)](#).

DESIGN REVIEW CONDITIONS

Prior to Issuance of Any Permit to Construct

1. The Design Review Board recommended that the design incorporate a sign that meets the objectives of the University District Neighborhood design guidelines and the performance criteria stated in recommendations for “Architectural Elements and Materials”, above. The applicant(s) or responsible party(ies) shall update plans to show signage that meets the Board's recommendation.

The following Design Review conditions 2-4 are not subject to appeal.

2. The applicant shall update the Master Use Permit plans to reflect plans shown to the Design Review Board on March 1, 2004 and the recommendations and conditions in this decision. The applicant shall embed conditions and colored landscape and elevation drawings into updated Master Use Permit and all building permit sets.

Prior to and/or During Construction

3. Any changes to the exterior façades of the building, signage, and landscaping shown in the building permit must involve the express approval of the project planner prior to construction.

Prior to Issuance of the Certificate of Occupancy

4. Compliance with the approved design features and elements, including exterior materials, roof pitches, façade colors, landscaping and right of way improvements, shall be verified by the DPD planner assigned to this project (Scott Ringgold, 233-3856) or by the Design Review Manager. The applicant(s) and/or responsible party(ies) must arrange an appointment with the Land Use Planner at least three (3) working days prior to the required inspection.

CONDITIONS – SEPA

Prior to Issuance of the Construction Permit

5. The owner(s) and/or responsible party(ies) shall submit a statement acceptable to the DPD planner verifying that construction-related parking is to be accommodated on-site.

During Construction

The following condition to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other weatherproofing material and shall remain in place for the duration of construction.

6. The owner(s) and/or responsible party(ies) shall implement the approved parking management plan to ensure that all construction-related parking occurs off-street in the surrounding neighborhood.

Signature: (signature on file) Date: July 19, 2004
Scott A. Ringgold, Land Use Planner
Department of Planning and Development
Land Use Division